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CENTRAL FAX CENTER

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60,469-228; OT-5184

AMENDMENTS TO THE SPECIFICATION

Please amend the Paragraph beginning at Page 3, Line 15, and ending at Page 3, Line 21, as follows:

-- Figure 2 shows an embodiment 50 that is a 2:1 arrangement between the car 60 68 and the counterweight 56. As is shown, with such an arrangement, the rope 52 passes over sheaves 54 and 58 associated with the counterweight 56 and car 60, respectively. The sheaves 54 and 58 are provided with braking/drive motors 62 and 64 under the control of an elevator control such as, for example, control 42 shown in Figure 3. The operation of the braking/drive motors 62, 64 serves to provide a variable drag upon the roller sheaves 54 and 58, to achieve the following control functions. --

Please amend the Paragraph beginning at Page 3, Line 22 and ending at Page 4, Line 10 as follows:

-- The A control 42 controls both motors 62 and 64 ~~54 and 58~~. In the illustrated position, the counterweight 56 is moving lower than the car 60 32. With this movement, the counterweight 56 will reach a higher weight than the car 60. In such a situation, the counterweight would not be acting to provide the counterweight benefit as adequately as if the car and counterweight were at more approximately equal vertical positions. This problem becomes particularly acute in very high rise applications. Thus, when the counterweight is below the car, the motor 64 is controlled to brake sheave 54 to compensate for the greater weight of counterweight 56. At the same time, the other motor 62 brakes sheave 58 to compensate for the imbalance. Conversely, when the car is near the bottom of the path of travel, motor 62 will be controlled to brake sheave 58, with sheave 54 being braked by motor 64. Similarly, when the car or counterweight is at the bottom of the hoistway and it has to move upward, the motors 62 and 64 on the car and counterweight would drive the sheaves 54 and 58, thereby equalizing the rope tension on car and counterweight. Such control can be utilized based upon position or speed of the counterweight 56 or car 60. The control 42 (see Figure 3) is well within the ability of a worker in this art, and determining the amount of drag to compensate for the imbalance in height would also be well within the skill of a worker in this art. Moreover, information such as

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position and/or speed is already typically provided to a control for elevators, and thus the provision of the necessary inputs for control 42 to operate to control the motors 62 and 64 is within the skill of a worker in this art. --

Please amend the Paragraph beginning at Page 5, Line 1 and ending at Page 5, Line 3 as follows:

-- While it is preferred, to have a drag element associated with both the car and counterweight, it is possible that a single drag element associated with either the car or counterweight would achieve the control. --